

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (currently amended) A functional unit (1) for a door (2) of a motor vehicle, which comprises a lock (3) and a window-regulator device (5), said lock (3) comprising a closing mechanism (20) designed to couple in a releasable way with a lock striker (4) for bringing about closing of said door (2), and an actuating mechanism (21) for controlling release of said closing mechanism (20) by said lock striker (4) and bringing about opening of said door (2), said window-regulator device (5) comprising an electrically operated actuator (22) for raising and lowering a window (7) of said door (2), said functional unit ~~being characterized in that it further comprises~~ further comprising coupling means (56), which can be selectively activated for coupling together said actuator (22) and said actuating mechanism (21) so as to enable opening of said door (2) by means of the actuator (22)-itself.

2. (original) The unit according to claim 1, characterized in that said coupling means comprise a transmission assembly (56) set between said actuator (22) and said actuating mechanism (21) and selectively available in two operating configurations corresponding to enabling and disabling control of said actuating mechanism (21) by said actuator (22).

3. (original) The unit according to claim 2, characterized in that said actuating mechanism (21) comprises a control member (54), which can be operatively connected to a handle (55) of said door (2) and can be displaced from a resting position to a first operative position for bringing said transmission assembly (56) from said disabling configuration to said enabling configuration.

4. (currently amended) The unit according to claim 3, characterized in that said actuator (22) has an output shaft (23), which can turn about an axis (C) thereof to operate a member (24) for raising and lowering a window (7) of said door (2), and in that said transmission assembly (56) comprises a motor member (83) angularly coupled to said shaft (23), and a selection member (85) available in a first advanced position, in which ~~it~~ the selection member is designed to receive actuation from said motor member (83), and a second operative position, in which ~~it~~ the selection member is uncoupled from the motor member (83)-itself.

5. (original) The unit according to claim 3 or claim 4, characterized in that said actuating mechanism (21) comprises: an opening lever (53), which is connected to said closing mechanism (20) and can be displaced, by means of said transmission assembly (56), from a resting position to an opening position, in which it brings about release of said closing mechanism (20) from said lock striker (4); a connection element (75) for connecting selectively together said opening lever (53) and said control member (54); and constraint means (76, 77, 78, 79), which are set between said connection element (75), said opening lever (53) and said control member (54), and are active during an overtravel of the control member (54) itself for enabling emergency opening of said door (2).

6. (original) The unit according to claim 5, characterized in that said constraint means comprise respective slots (78, 79) made on said opening lever and on said control member (53, 54) and engaged with play by respective pins (76, 77) of said connection element (75).

7. (currently amended) The unit according to claim 5 ~~or claim 6~~, characterized in that said first and second operative positions of said selection member (85) are defined by the interaction of the selection member (85) itself with fixed arrest means (94), in that said selection and control members (85, 54) co-operate together with respective interaction portions (96, 80), and in that at least one of said interaction portions (96, 80) is constrained in a mobile way to the remaining part of the said corresponding member

(85, 54) and is loaded by deformable elastic means (82, 82') until said first operative position is reached by said selection member (85) in order to enable an overtravel of said control member (54), along which it actuates said opening lever (53) via said connection element (75).

8. (currently amended) A door (2) for a motor vehicle, characterized in that it comprises a functional unit (1) according to ~~any one of the preceding claims~~ claim 1.

9. (new) The unit according to claim 6, characterized in that said first and second operative positions of said selection member (85) are defined by the interaction of the selection member (85) itself with fixed arrest means (94), in that said selection and control members (85, 54) co-operate together with respective interaction portions (96, 80), and in that at least one of said interaction portions (96, 80) is constrained in a mobile way to the remaining part of the said corresponding member (85, 54) and is loaded by deformable elastic means (82, 82') until said first operative position is reached by said selection member (85) in order to enable an overtravel of said control member (54), along which it actuates said opening lever (53) via said connection element (75).